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disabling [the throttle] an accelerator pedal of said vehicle upon detection of said triggering signal from said microprocessor, said throttle actuator module including an electrically operated solenoid for positioning a vertically movable pulley to control the tension in an accelerator cable, wherein reduced tension in said accelerator cable disables said accelerator pedal without disabling the engine of said vehicle; and

[third means] A brake adjustable range actuator module for deploying [the brakes] a braking system of said vehicle upon detection of said triggering signal from said microprocessor, said brake actuator module including an electrically operated motor and a plurality of gears for positioning a threaded sliding bolt along a rotatable threaded shaft to control the tension in a wire cable attached to a brake pedal of said vehicle, wherein increased tension in said wire cable depresses said brake pedal and deploys said braking system to stop said vehicle.

2. (Amended) The automated system of Claim 1 wherein said first means [comprises means for monitoring] monitors a speedometer of said vehicle for indicating the speed of said vehicle.

3. (Amended) The automated system of Claim 1 wherein said first means [comprises means for monitoring] monitors incoming signals from an external triggering device.

Please cancel pending Claim 4.

4. (Amended) The automated system of Claim 1 wherein said first means [comprises means for monitoring] monitors a reset keypad/receiver for imputing instructions into said central control [means] microprocessor.

5. (Amended) The automated system of Claim 1 [wherein said first means comprises means for monitoring] further including an audio control relay for disconnecting [indicating the status of] a vehicle sound system from a vehicle audio power supply for muting [of] said vehicle sound system to enable the audio broadcast of a plurality of audio and sensory warnings from a warning systems

B controller.

Please cancel pending Claims ~~7, 8, 9 and 10.~~

A3 6 ~~11~~. (Amended) The automated system of Claim 1 further including [fourth means] a clutch adjustable range actuator module for disengaging the clutch of said vehicle upon detection of said triggering signal from said microprocessor, said clutch actuator module including an electrically operated motor and a plurality of gears for positioning a threaded sliding bolt along a rotatable threaded shaft to control the tension in a wire cable attached to a clutch pedal of said vehicle, wherein increased tension in said wire cable depresses said clutch pedal for deploying the clutch of said vehicle.

L Please cancel pending Claims ~~12, 13, 14, 15, 16, 17 and 18.~~

7 ~~19~~. (Amended) An automated system for immobilizing a vehicle comprising:

first means for monitoring a plurality of parameters of said vehicle and for generating a triggering signal;

a microprocessor for receiving said plurality of parameters and for detecting said triggering signal;

AH a throttle adjustable range actuator module for disabling [the throttle] an accelerator pedal of said vehicle upon detection of said triggering signal from said microprocessor, said throttle actuator module including an electrically operated solenoid for positioning a vertically movable pulley to control the tension in an accelerator cable, wherein reduced tension in said accelerator cable disables said accelerator pedal without disabling the engine of said vehicle; [and]

a brake adjustable range actuator module for deploying [the brakes] a braking system of said vehicle upon detection of said triggering signal from said microprocessor, said brake actuator module including an electrically operated motor and a plurality of gears for positioning a threaded sliding bolt along a rotatable threaded shaft to control the tension in a wire cable attached to

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a brake pedal of said vehicle, wherein increased tension in said wire cable depresses said brake pedal and deploys said braking system to stop said vehicle; and

a plurality of sensor switches positioned within said brake actuator module for limiting the travel of said threaded sliding bolt along said rotatable threaded shaft.

8 20. (Amended) A method for automatically immobilizing a vehicle, said method comprising the steps of:

monitoring a plurality of parameters of said vehicle and generating a triggering signal;

receiving and detecting said triggering signal at a central control microprocessor in said vehicle;

muting a sound system located within said vehicle;

activating a warning systems controller within said vehicle for enabling the broadcast of a plurality of audio and sensory warning messages;

disabling [the] an accelerator pedal of said vehicle by [energizing a first adjustable range actuator module] positioning a vertically movable pulley with an electrically operated solenoid for controlling the tension in an accelerator cable; and

deploying the brakes of said vehicle to stop said vehicle by [energizing a second adjustable range actuator module] positioning a threaded sliding bolt along a rotatable threaded shaft using a motor and a plurality of gears for controlling the tension in a wire cable attached to a brake pedal.

III. IN THE DRAWINGS:

The drawing Figs. have been amended. Fig. 3C has been amended to add the number -- 162 -- to identify the pair of pulley return springs utilized with the movable pulley 158. The addition of the number -- 162 -- to Fig. 3C is clearly supported by the appearance of the number -- 162 -- on Fig. 3A and Fig. 3B as originally filed. The pulley return springs 162 are described on page 23, lines 17-24

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of Applicant's specification as originally filed. A copy of Fig. 3C as originally filed (i.e., on Sheet 3 of 8) marked in red ink is enclosed herewith for the Examiner's consideration.

IV. REMARKS

A. Prior Office Actions Basis

Claims 1-20 are pending in the present Application. Claims 1-10, 13-14 and 19-20 were rejected under 35 U.S.C. §103(a) as being unpatentable over Pagliaroli et al. (U.S. Patent No. 5,276,728) in view of Adams (U.S. Patent No. 5,392,030). Claims 15-16 were rejected under 35 U.S.C. §103(a) as being unpatentable over Pagliaroli et al. in view of Adams as applied to Claims 1, 10, above, and further in view of Toohey (U.S. Patent No. 3,974,713). Claims 11-12 were rejected under 35 U.S.C. §103(a) as being unpatentable over Pagliaroli et al. in view of Adams as applied to Claim 1 above, and further in view of Gill (GB 2 266 611). Claims 17-18 were rejected under 35 U.S.C. §103(a) as being unpatentable over Pagliaroli et al. and Adams in view of Gill as applied to Claims 1 and 11-12 above, and further in view of Toohey.

B. Amendment Overview

By this Amendment, Applicant has amended the specification and drawing Figs. The specification has been amended on pages 16, 23, 24, 27 and 36 to correct for the inadvertent use of an improper or incorrect form of a word or an incomplete name to identify structure disclosed in the specification and drawings as originally filed. Drawing Fig. 3C has been amended to add an identification number for providing clarification for structure disclosed in the drawings and specification as originally filed. Pending Claims 1-3, 5-6, 11, 19 and 20 have each been amended to overcome the rejections based upon 35 U.S.C. §103(a). Pending Claims 4, 7-10, and 12-18 have been canceled. Amendments and additions to the Claims have been drawn from the Specification and